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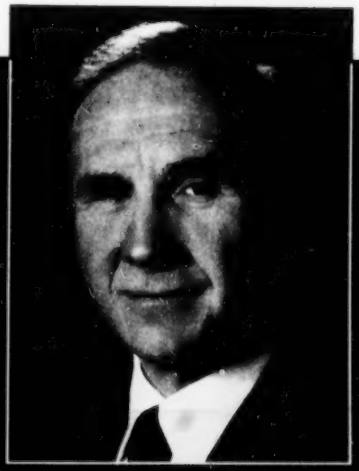
June 1990

Railway Age

...for the new age of railways and rail transit



Conrail's James A. Hagen:

"Railroads *can* compete with trucks. Here's how."

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Rail transit returns to Los Angeles

Preventive freight-car maintenance, BN style

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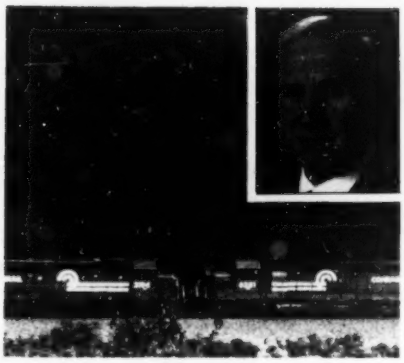
Features



27 Conrail's Hagen: "Railroads *can* compete with trucks"
To win highway traffic, the industry must offer "a better product—seamless transportation," says Conrail's CEO. But one railroad can't do it alone: "One thing we've got to get rid of in the railroad business is the not-invented-here syndrome."

34 "Preventive" payoff is big for BN
With its "total package of freight car preventive maintenance," BN is getting greater productivity from a smaller fleet and far fewer rejections of cars by shippers.

42 Tie tests: Price vs. cost
Crossties and fastening systems are coming in for more attention as axle loads get heavier. One conclusion: Premium materials don't cost—they pay.

46 L.A. Blue Line ready for riders
Rail transit will return to Los Angeles when the L.A.-Long Beach Blue Line opens in July. It's a textbook model of light rail efficiency.

51 ABB enters Canadian race
A "Sprintor" version of Sweden's tilting X2 is proposed for 150-mph service in the Quebec City-Montreal corridor.

52 For Grand Central, a grand plan
To restore the landmark terminal to its original architectural integrity—and to enhance its commercial value—a $400 million renovation is proposed.

55 BN and Amtrak try RoadRailer
Working with Boise Cascade, Burlington Northern will use RoadRailer to feed double-stacks. Amtrak will test the hybrids in mail service.

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MARKET OUTLOOK

Equipment

Burlington Northern: Under a contract with Rockwell International, Chrome Locomotive will install LARS (Locomotive Analysis and Reporting Systems) on 100 BN locomotives. LARS is a subsystem of ARES (Advanced Railroad Electronics System). The work is to be completed by late fall of 1990.

Maryland State Railroad Administration: Awarded a contract to ABB Traction for the medium overhaul of 13 cars purchased from New Jersey Transit and light overhaul of 23 cars currently in service on the Maryland Rail Commuter Service (MARC). The contract is valued at $7 million. The additional NJT cars will permit MSRA to extend service to Perryville on the Penn Line. The work will be performed at ABB Traction's Elmira, N.Y., facility. Delivery is scheduled to take place between March 1991 and December 1991. All of the cars were originally built by the Budd Co. between 1948 and 1950 as sleeping cars for the Pennsylvania and the Norfolk & Western. Budd converted them to commuter coaches in 1954.

Northern Virginia Transportation Commission: Awarded a $9.4 million contract to Morrison Knudsen for the remanufacture of eight locomotives, with an option for two additional locomotives. Delivery is to be completed in June 1991. The locomotives will be used on the new Virginia Railway Express commuter lines connecting Washington with Fredericksburg, Va., to the south, and Manassas, Va., to the west.

Trailer Train: Placed an order with the Freight Car Division of Bethlehem Steel for 230 all-purpose articulated flatcars (1,150 platforms), capable of carrying both containers and trailers. Work on the order begins in July and will take three months to complete. With completion of this order, Trailer Train will have 700 of the 265-foot cars.

Facilities

Wisconsin Central: Began work on a $3.2-million project to upgrade nearly 46 miles of line between Manitowoc and Menasha, Wis., with completion scheduled for late November.

Capital Expenditures

BC Rail: A 1990 capital improvement program budgeted at $121 million (Canadian) includes purchase of 22 new Dash-8 locomotives from General Electric, at a cost of $46 million, to replace 29 older 3,000-hp units. Delivery was to be completed in May. Approximately $42 million is earmarked for major track and roadway projects. Other planned outlays include $4.2 million for continuing microwave system improvements between North Vancouver and Prince George; and $2.3 million for new vehicles of various kinds.

Revenue freight carloadings

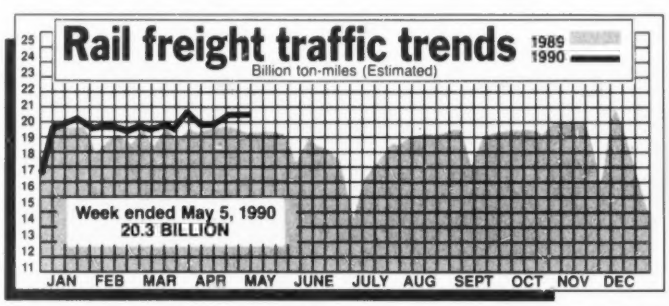
Commodity	May 5 week	Apr. 28 week	Apr. 21 week	Apr. 14 week
Grain	27,271	26,196	29,685	27,031
Other farm products	1,132	1,243	1,164	1,666
Metallic ores	19,428	18,084	17,636	18,537
Coal	130,829	130,072	131,672	136,616
Crushed stone, gravel and sand	16,850	16,438	15,678	13,979
Nonmetallic minerals	10,800	10,045	9,834	9,545
Grain mill products	9,832	10,055	9,772	9,754
Food and kindred products	8,617	8,661	8,429	8,211
Primary forest products	9,401	10,469	10,319	9,799
Lumber and wood products	6,904	7,337	6,813	6,743
Pulp, paper and allied products	10,725	10,981	10,450	10,595
Chemicals and allied products	28,993	30,741	31,622	28,289
Petroleum products	5,072	5,121	5,345	4,668
Stone, clay and glass products	10,478	10,266	10,477	9,786
Coke	5,807	5,984	6,240	5,902
Metals and products	10,489	10,250	9,978	8,880
Motor vehicles and equipment	19,572	20,404	16,988	15,952
Waste and scrap materials	8,787	9,082	8,992	8,571
All other carloads	6,903	7,157	6,457	6,000
Total Cars Loaded	**347,890**	**348,586**	**347,551**	**340,524**
% change from previous year	0	(2.0)	(2.6)	4.4
Estimated revenue ton-miles (billions)	20.3	20.3	20.3	19.8
% change from previous year	2.0	.5	(.5)	(2.0)

Total:	1990	1989	% change
18 weeks	6,095,833	6,080,610	.3

Intermodal traffic

	May 5	Apr. 28	Apr. 21	Apr. 14
Trailers	66,301	67,422	61,680	63,563
Containers	53,014	52,081	48,987	49,075
Total	**119,315**	**119,503**	**110,667**	**112,638**
% change from previous year	5.4	3.6	(2.6)	(1.6)

Cumulative total: 18 weeks	2,097,694	% change 3.3



Source: Association of American Railroads

Monongahela: Placed an order with Digital Concepts, Inc., for a Digital Traffic Control system to control 163 route miles. Using a mouse as a pointing device, and a graphic depiction of the track on high resolution color CRTs, the dispatcher will select authority limits for block clearances. The system then automatically translates his selected limits into the block clearance text, also appending the clearance number, time, date, dispatcher's identification number, etc. Clearances are presented to the dispatcher in a pop-up box for issuance. Once issued, the graphics screens are updated to show the authorized limits for each train.